

# DAILY LOG

SEALAB II

# CANNON

7530-222-3521

FEDERAL SUPPLY SERVICE

(GPO)

THIS LOG BEGUN 2 JULY 1965

2 July - A.L. ENROUTE TO LONG BEACH

3 July - ENROUTE TO LONG BEACH

4 July - ENROUTE TO LONG BEACH

5 July - ENROUTE TO LONG BEACH

6 July - A.L. ENROUTE TO LONG BEACH

7 July - DAY'S TRAVEL " " " "

8 July - REPORTED IN TO VISITOR CONTROL AT NOTS ANNEX, LONG BEACH NAVAL STATION, AT 0650. MADE CONNECTION WITH SEALAB PERSONNEL AT NOTS DIVING LOCKER. DAY SPENT GETTING ORGANIZED, LOOKING OVER SEALAB II, ETC, SECURED AT 1600.

SPEEDOMETER READING ON ARRIVAL AT LONG BEACH IS 31,609.

9 July - REPORTED FOR WORK AT 0730 STARTED DAY WITH LECTURE BY HOWARD MACWAY, JFNS NAVAL ARCHITECT, ON COMPLETE DETAILS OF SEALAB II. LECTURES CONTINUED ALL DAY. SECURED WORK AT 1600.



10 July - SATURDAY

DEPARTED MOTEL AT 1530 FOR LOS ALAMITOS NAS TO UNLOAD 2 PLANE LOADS OF SEALAB II GEAR FROM MDL. TOOK GEAR TO NOTS ANNEX, TERMINAL ISLAND. SECURED WORKING PARTY AT 1900.

11 July - SUNDAY

HOLIDAY ROUTINE, NO WORK.

12 July - MONDAY

0700 - REPORTED FOR WORK.

DAY WAS SPENT GOING OVER DETAILS, DIVE BILLS, ETC OF SEA LAB II. MR MACWAY PRESIDING AND LECTURING.

SECURED WORK AT 1600.

13 July - TUESDAY

0700 - REPORTED FOR WORK.

ALL SEALAB PERSONNEL WENT TO SHIPYARD WHERE SEALAB II IS, SPENT THE DAY TRACING VARIOUS SYSTEMS. TALKED TO TOM WHEELER, NOTS INSTRUMENTATION ENGINEER, ABOUT VARIOUS COMMUNICATION SYSTEMS. TALKED TO COLPOPPER + PORTER, MDL.

SECURED AT 1600.

14 July - WEDNESDAY

0700 - REPORTED FOR WORK

DAY SPENT STUDYING SYSTEMS AND DETAILS OF SEALAB II. MR. MACWAY STILL INSTRUCTING. SECURED WORK AT 1530.

15 July - THURSDAY

0700 - REPORTED FOR WORK.

SPENT THE DAY GOING OVER THE VALVE OPERATING CHART. QUIZ IN THE AFTERNOON. SECURED WORK AT 1530.

16 July - FRIDAY

0700 - REPORTED FOR WORK

DAY SPENT STUDYING SYSTEMS OF SEALAB II, GOING OVER LOCATIONS AND OPERATIONS, ETC.

SECURED WORK AT 1600.

17 July - SATURDAY

REGULAR WEEKEND ROUTINE.

18 July - SUNDAY

REGULAR WEEKEND ROUTINE.



19 July - Monday

0700 - Reported for work.

Assigned to be electrical specialist on Team 1. Spent half day in the SEALAB getting oriented with respect to electrical system. Other half day spent organizing a lecture to give training Team BRAVO. Secured at 1600.

20 July - Tuesday

0700 - Reported for work

Gave lecture on SEALAB II Power System to Team BRAVO all morning. Tried on my new U.S. Divers wetsuit after lunch. Pants 3 in. too long, other wise a good fit. 3/8 in looks real thick. Very heavy, too. Secured work at 1400.

21 July - Wednesday

0700 - Reported for work

Temporary pass has expired, a little trouble with security due to expiration of clearance but by noon clearance came in through 10-11-65. Spent the morning helping indoctrinate the B Team

inside SEALAB. Scaffolding is up for Friday's christening. Undersea NAV and daughter to do honors. No word yet on where everyone will be placed. After-noon spent at U.S. Divers, 3323 W. Warner Road, Santa Ana, getting wet suit pants taken up. Tammy Thompson, U.S. Divers took us through the whole operation. Very nice to us. 115 employees, most activity was building wetsuits. Secured work at 1700.

22 July - Thursday

0700 - Reported for work

Word passed at morning meeting about press conference Friday at 0930. Greens with SEALAB patch on left sleeve. Did some inventory work aboard the S/V. Meeting at 1300. Carpenter says Anderson off team as subject. Tick replaces him on Team 1, RA Wells replaces him as subject. Made SEALAB look inhabited (dishes out, beds made, etc) for visitors looking thru the ports Friday. Christening at 1430, should last 1 hr. Secured work at 1600.



23 July - FRIDAY

0800. REPORTED FOR WORK

BRIEFING BY CAPT. MELSON ABOUT PRESS CONFERENCE AT 0930, WHAT TO EXPECT, ETC.

0930 - PRESS CONFERENCE WITH LOTS OF PHOTOGRAPHERS AND REPORTERS. ESTIMATE 30 NEWSMEN. FIRST TEAM NAMED:

CANNON, CARPENTER, CLARK, COFFMAN, EATON, J. HALL, MURRAY, SKIDMORE, SONNENBURG AND TUCKFIELD. SECOND TEAM WILL BE NAMED ABOUT MIDWAY OF FIRST RUN.

0230 - CHRISTENING CEREMONY. MISS HEIDI NITZE, GUEST OF HONOR. ALL SUBJECTS INTRODUCED TO GUESTS.

SECURED AT 1600.

24 July - SATURDAY  
ROUTINE HOLIDAY

25 July - SUNDAY  
ROUTINE HOLIDAY

26 July - MONDAY

0700 - REPORTED FOR WORK.

DAY SPENT ON ODD JOBS ON SEALAB, CARRYING EQUIPMENT ABOARD S/R, ETC.  
SECURED AT 1600.

27 July - TUESDAY

0700 - REPORTED FOR WORK.

MOVING GEAR ABOARD S/R TOOK NEARLY ALL MORNING. AFTERNOON SPENT IN INVENTORING 20 NEW CYLINDERS (10 72's AND 10 42's), STENCILING THEM, MARKING ~~THEM~~ 10 NEW REGULATORS (SALIPSES) PUTTING THEM ON BOTTLES AND CHECKING THEM OUT. SECURED WORK AT 1600.

28 July - WEDNESDAY

0700 - REPORTED FOR WORK.

SPENT MORNING STORING LICH CANISTERS ABOARD SEALAB. ARAWAKS HAVE COME IN. 4 UNITS; 2 VACUUM PUMPS & 2 PRESSURE PUMPS. MOTORS ARE 3  $\phi$  1 HP 440/208 V. IN AFTERNOON MET AL KRASBERG AND SAW THE  $PO_2$  SENSOR UNITS. GAVE ME A SHORT RUNDOWN AND SHOWED ME HOW TO CALIBRATE THEM. WENT TO A DENTAL CHECK AND FOUND OUT I HAVE TO GET MY IMPACTED WISDOM TOOTH PULLED RIGHT AWAY. NAVY WILL NOT DO IT FOR ME SO SONNENBURG MADE AN APPOINTMENT FOR ME WITH AN ORAL SURGEON WHO CUT THE TOOTH OUT. COST \$4500.

SECURED WORK AT 1530 TO GO TO DENTIST. TOOTH OUT BY 1830.



29 July - THURSDAY

STUDYING DIAGRAMS, SYSTEMS ON SEALAB.  
DIDN'T FEEL UP TO DOING MUCH MULE HAULING  
SECURED AT 1500. 8 HOURS SICK LEAVE

30 July - FRIDAY

WORKING ON THE DIAGRAMS, SYSTEMS ETC  
OF SEALAB UNTIL 1500 WHEN I GOT A  
CALL FROM SNELL TO SEE DR. SONNENBURG  
ABOUT AN EYE ON THE HAVEN, USN HOSPITAL  
SHIP. DROVE OUT TO BASE, GOT SONNENBURG  
AND WENT TO THE HAVEN. THE OPHTHALMOLOGIST  
HAD JUST LEFT SO MONDAY 0800 I WILL BE  
BACK. THE RESULTS OF THE EYE TEST (PERIPHERY)  
WILL BE CALLED TO DR. BOND IN DC. SEEMS  
TO BE SOME QUESTION ABOUT THE WAIVERS.  
DR S. SAYS NO WORRY FOR ME.  
SECURED AT 1630. 8 HOURS SICK LEAVE

31 July - SATURDAY

0900 - REPORTED FOR WORK  
AL KRASBERG GAVE ME AN EXPLANATION  
OF HIS  $PO_2$  SENSOR, AS WELL AS A  
CALIBRATION PROCEDURE. HE PROMISED TO  
SEND SOME SPARE PARTS AND A CIRCUIT  
DIAGRAM. JESUS TO KNOW HIS STUFF.

HELPED LASH THE ELECTRICAL CABLES IN  
THE UMBILICAL TOGETHER. THE GAS HOSES  
BALLOONED IN SEVERAL PLACES SO MUST BE  
REPLACED. SECURED WORK AT 1430.

1 AUGUST - SUNDAY

1300 - REPORTED TO SEALAB FOR SYSTEM  
CHECKOUT ON DORK. MEMBERS OF FIRST TEAM  
PRESENT WERE CARPENTER, EITON, JOHLER,  
JACKFIELD AND ME. WE ENTERED THE LAB,  
CLOSED ALL HATCHES AND PRESSURIZED TO  
5 PSI. RAN ELECTRICAL SYSTEM CHECKOUT  
SWITCHING FROM ALTERNATE TO NORMAL  
POWER. NO ELECTRICAL PROBLEMS, SEVERAL LEAKING  
VALVES WHICH MUST BE REMOVED AND RESEATED.  
THE TRANSFORMER COIL TEMPERATURE WENT  
UP FROM 84 TO 92°F. AND STABILIZED.  
THE KRASBERG PERFORMED SATISFACTORILY.  
SECURED TESTING AT 1700.

2 August - Monday

0700 - REPORTED FOR WORK.  
0800 - DR SONNENBURG AND I WENT TO  
THE HAVEN FOR MY PERIPHERY TESTS. THE  
OPHTHALMOLOGIST OPINION WAS THAT MY  
VISION DID NOT HINDER MY DIVING ABILITY.



Mr Bond is in D.C. seeing about the waivers for Folbert, Clarke, Flecksig and me.

After eye exam, went aboard the S/V to prepare an O<sub>2</sub> clean tool kit for sealab. Drew \$112 per diem from disbursing. Secured at 1300.

3 AUGUST - TUESDAY

0700 - Reported for work.

In the morning worked aboard the S/V getting stuff stowed. Johler and I took the Krasberg, inverter and Arawak compressors to diving locker for a pressure test. Will do at 0800 tomorrow. Helped square away classroom for film on Wednesday. Secured at 1600.

4 AUGUST - Wednesday

0700 - Reported for work

at 0800 went to LBNS diving locker to observe instruments being pressure tested. all passed the test satisfactorily. Worked on getting the Arawak lined up for a swim session next Wednesday. Secured at 1600. PTC arrived.

5 AUGUST - THURSDAY

0700 Reported for work

Spent the day getting stuff stowed on S/V and working on the Arawak hookup. Lot of time consumed each day just getting parts. Secured at 1600.

6 AUGUST - FRIDAY

0700 - Reported for work.

Worked aboard the S/V stowing groceries for sealab. It appears much consideration being given to moving site to San Clemente. Unofficial word is that first team will dive about August 23. Hope so. Secured at 1600.

7 August - Saturday

0900 - Reported for work.

Spent day getting Arawaks all hooked up for operation. Wired them up for 220 3 $\phi$ . plan for operation calls for 1 Arawak to be used with the other one on standby. A crossover valve would put second unit on line to diver. Secured work at 1530.



8 August - Sunday  
Holiday Routine.

9 August - Monday  
0700 - Reported for work.

DRs. Jim Miller, Radloff and Bowen administered audio, visual, assembly and math tests. DR Bowen showed me his solid state recorder, asked that I oversee it on bottom, send tapes up, etc. It will be used by personnel desiring to elaborate on written sortie reports. Carpenter, Mazzone Meeks, Iley, Barth & Burton went to San Clemente to dive. Mazzone had trouble at 204 ft. due to malfunctioning regulator. He is O.K. 100 ft visibility with nice sand bottom. Secured at 1600. After work I went to the outrigger to talk to Dr. Sim Jacobsen who invented the EEG recorder package that will be used on the bottom on some subjects. Saw the unit. It consists of 8 leads with cup electrodes  $\approx \frac{1}{4}$ " diameter running to a waterproof container about 5" x 3" x 7" L. This contains a preamp, amp, D.C. supply, strip recorder and battery. Didn't

get to see the guts. Said it's good for about 20 minutes. Promised me the schematics of the whole works.

10 August - Tuesday

0700 - Reported for work  
Talk on sharks at 0900 by Dr. Petry Gilbert, Cornell. Afterwards worked with Bob Porter on electrical hookups aboard SEALAB. Captain Bond said plan is to put SEALAB down La Jolla at least for 1st team run. If conditions too bad for decent oceanography data & experiments planned, may move to San Clemente for 2<sup>nd</sup> & 3<sup>rd</sup> team runs. Secured at 1600.

11 August - Wednesday

0700 - Reported for work  
Spent morning with Bob Porter working on electrical hookups. Spent afternoon trouble shooting the diver amplifier which will communicate with the bell. Replaced the bell speaker which was bad. There is lots of noise present, sounds like AC hum. The wires are unshielded which may be the trouble. Secured at 1600.



12 AUGUST - THURSDAY

0700 - Reported for work.

MORNING SPENT PUTTING PQS, MK 16 AND BATTERIES ABOARD SEALAB. HELPED PORTER CHECK OUT SOME CIRCUITS AND CHECKED THE RELAY-TYPE BATTLE LANTERNS. IT APPEARS THE TEMP. SENSORS ARE REVERSED IN THE FREEZER AND REFRIGERATOR. THE "LIFE" MAN SHOWED ME HOW TO LOAD HIS FIXED CAMERAS AND TEST FIRE THEM. MPL GUYS MOUNTED THEIR INTERIOR TV CAMERAS. 4 CHANNELS ARE MONITORED ON CHANNELS 2, 3, 4 & 6. SPENT AFTER-NOON WORKING ABOARD SEALAB. SECURED WORK AT 1900.

13 AUGUST - FRIDAY

0700 - Reported for work

SPENT MORNING RIGGING SOME AQUA-SONICS FOR MK 6 USE AND CHECKING OUT THE SWIMMER INTERCOMS. U.S. DIVERS GAVE ME 4 VALVE ASSY'S GRATIS. IN THE AFTERNOON I WORKED ABOARD THE SEALAB WITH PORTER. CONNECTED A GROUND WIRE TO THE T.U. GOT FITTED WITH MY NEW WET SUIT MADE BY DICK

LONG, SKINDIVERS UNLIMITED. IT FITS SO SNUG THAT WHEN I ZIPPED THE ANKLE SHOT A BUBBLE OOZED UP TO MY ARMPITS FROM EACH LEG. SURE IS HARD TO GET ON. SECURED AT 1830.

14 AUGUST - SATURDAY

0900 - Reported for work

THE INDICATOR LIGHTS ON THE FREEZER THERMOSTATIC CONTROL ARE MALFUNCTIONING. SPENT MORNING TROUBLESHOOTING BUT COULDN'T FIND ANYTHING WRONG. THE POWER WAS TURNED OFF SO I DIDN'T GET TO CHECK IT OUT LATER. FOUND OUT THAT THE 10 CHANNEL EVENT RECORDER IS ELECTROSTATIC, GENERATES OZONE AND PROBABLY WILL NOT BE ALLOWED TO BE USED. SECURED AT 1700.

15 AUGUST - SUNDAY

1000 - Reported for work

BRIEFING BY CARPENTER REGARDING THE SLIPPAGE OF LEAVE DATE OF S/V. WORD IS THAT S/V WILL LEAVE TUESDAY IF PTC IS READY THEN. A LOOSE PIPE FITTING WAS FOUND ON PTC. MAY HAVE TO REPLACE ALL PIPING DEPENDING ON X-RAYS. DID SOME



WORK ABOARD THE LAB. SECURED AT 1230. INDICATOR LIGHT ON FREEZER THERMOSTAT IS O.K. NOW.

16 AUGUST - MONDAY

0700 - REPORTED FOR WORK

CARPENTER SAYS 10 CHANNEL EVENT RECORDER WILL BE USED UNTIL IT APPEARS TO BE CAUSING EXCESSIVE O<sub>3</sub>. IT IS NECESSARY SINCE IT IS ONLY RECORD OF PO<sub>2</sub> SOLENOID VALVE. GENERAL WORK ABOARD S/U AND LOADING OF GROCERIES ABOARD LAB. SECURED AT 1600.

17 AUGUST - TUESDAY

0800 - REPORTED FOR WORK.

ALL VALVES CHECKED ABOARD LAB FOR BALLASTING AND TRIMMING. SOME BALLAST WAS SHIFTED FWD AND  $\approx$  1500 LBS ADDED. ONLY ONE LEAK FOUND, THE STBD PORT COVER IN THE LAB AREA LEAKED. TORQUING DOWN ONLY WORSENERED THE LEAK. THE EMERGENCY WATER TANK WAS FILLED PRIOR TO LOWERING. THE VENTING OVERFLOW WORKED GOOD. IN THE ~~EV~~ AFTERNOON CARPENTER, MAZZONE, SONNENBERG & SHORTE ROGE

THE DTC TO CHECK THE EMERGENCY RELEASE MECHANISM, HAD TROUBLE WITH THE RELEASE PIN STICKING UNTIL THEY PARTIALLY FLOODED DOWN THE DTC. USED UP THEIR BOTTOM TIME. DEPTH WAS 53 FT BY LEADLINE. AFTER SOME TOPSIDE WORK ON THE RELEASE PIN BUSTING, ANOTHER RUN WAS MADE WITH TUCKFIELD, MEEKS, JOHLER AND ME. THE PIN RELEASED FINE BUT WE HAD THE VALVES WRONG AND FREEWHEELED TO THE END OF THE TETHER. WE WERE RAISED, RECEIVED MORE INSTRUCTIONS AND LOWERED AGAIN. THIS TIME WE OPERATED THE ESCAPEMENT CORRECTLY AND COULD LIMIT OUR ASCENT TO ONE NOTCH AT A TIME. THE PRESSURE WAS 260 PSI. WE LOWERED THE PRESSURE TO 140 PSI AND TRIED THE FREEWHEELING. WORKED GOOD. MADE A 2 MINUTE STOP AT 10 FT. SECURED AT 2200. STAGING VESSEL PULLED OUT A LITTLE LATER FOR LA JOLLA.

18 AUGUST - WEDNESDAY

0900 - REPORTED FOR WORK.

LOADED SOME GEAR ABOARD THE LAB, STARTED STOWING AND SECURING SOME



THINGS. THE LEAKING PORT COVER WAS OPENED AND FAILURE OF GASKET TO BOND TO COVER WAS BLAMED. NEW GASKET INSTALLED. SECURED AT 1700.

19 AUGUST - THURSDAY

0800 - REPORTED FOR WORK

THE LAB WAS CHECKED OUT (VALUES) AND LOWERED IN WATER FOR FINAL BALLAST & TRIM. CARPENTER AND EATON CHECKED ALL GAS BOTTLES & CONNECTIONS FOR LEAKS. 2 FOUND, 1 ON O<sub>2</sub> BANK, 1 ON HE BANK.

O<sub>2</sub> WAS REMEDIED BY TIGHTENING FITTING. HE WAS BAD BLEWOUT PLUG. INSIDE, IT WAS FOUND THAT NEARLY ALL THE MANIFOLD VALVES LEAKED SLIGHTLY AROUND THE PACKING.

H-2 HULL VALVE LEAKS THROUGH THE SEAT.

CARPENTER SAYS ALL LEAKING VALVES WILL BE REPLACED IF POSSIBLE. SECURED WORK AT

1830. LAB WAS PRESSURIZED TO 15 PSI AND PUT UNDER TOW BY USS GEAR AT 2130.

LEFT LONG BEACH AND PROCEEDED TO SAN DIEGO AS PER ORDERS.

20 AUGUST - FRIDAY

0800 - REPORTED FOR WORK AT SCRIPPS.

A BRIEFING WAS CONDUCTED BY CARPENTER.

EATON, CAFFMAN AND I HAD TO GO TO NAVAL HOSPITAL FOR MORE PHYSICALS, ~~PHYSIO~~ PSYCHOLOGICAL TESTING AND EEG. SECURED AT 1700.

21 AUGUST - SATURDAY

0800 - REPORTED AT SCRIPPS FOR WORK GENERALIZED BRIEFING AND STATUS REPORT GIVEN BY NELSON, BOND & CARPENTER. FIRST TEAM WAS ASKED TO RIDE THE AUR-10 FROM PUERTO BASIN TO S/V WITH ADMIRAL SMITH. WE DID. PRESS CONFERENCE HELD ON BOARD S/V WITH ALL QUESTIONS ASKED OF BOND AND CARPENTER. INTERVIEWS AND PICTURES WERE TO FOLLOW BUT NO ONE APPROACHED ME FOR EITHER. SOME INTEREST SHOWN IN CAHIF. TYPES.

REVIEWED PIPING AND PROCEDURES IN PTC. SET UP MK 6 RIG #8 TO BE MINE. BAD O-RING ON ON/OFF VALVE. FIXED IT. RIG IS READY TO DIVE. SECURED AT 1830.



22 AUGUST - SUNDAY

1200 - Reported for work.

FIRST TEAM ONLY MET AT SCRIPPS PIER FOR SMALL BOAT RIDE TO S/V. Supposed to OPEN LAB & STOW LAST PERSONAL GEAR, THEN PRESSURIZE FOR DIVE. SINCE THE BENTHIC LAB FLOODED AND IN LOWERING, THE POWER VAULT WAS CRACKED AND DAMAGED, A TEST OF LOWERING THE PTC UNMANNED MUST BE CONDUCTED. ALSO THE PRESENT SITE IS TOO STEEP (30-40%) SO A SITE ABOUT 120 FT FROM THE FIRST SINKHOLE SITE WILL BE USED. VISIBILITY ISN'T GOOD, TOOK 6 MIN. FOR 5 FT. SILT CLOUD TO SETTLE. DEPTH ABOUT 200 AND FAIRLY LEVEL. GOT A BRIEFING FROM DR. MILLER ABOUT HIS SOUND LOCALIZATION EXPERIMENT. ELKINS WILL BE INTERESTED IN THE RESULTS. TOLBERT ASKED ME TO LOOK AFTER HIS FLOWER GARDEN. CARPENTER SAYS HE'S AGAINST PUTTING LAB DOWN UNTIL SHORE POWER IS FIXED AND CONNECTED. I CONCUR. LOOKS LIKE WEDNESDAY IS OCCUPANCY DAY IF NOTHING ELSE BAD HAPPENS. THE LAB WILL BE OPEN TOMORROW MAYBE. ALSO THE PTC TEST WILL BE RUN TOMORROW. SECURED AT 1700.

23 AUGUST - MONDAY

0800 - Reported for work

Vented the lab and entered for a last minute loading of personal gear. Lot of water found around forward emergency escape hatch and after main hatch. Tested it and found fresh. It must have come from the hot water heater and overflow sloshing of the emergency water tank. Pumped the water into buckets and over the side. Loaded personal and medical gear aboard and stowed. Still no power to lab so bottle lanterns come in handy. In the AM PTC WAS PRESSURIZED TO 100 PSI, UNMANNED AND HUNG ON COUNTERWEIGHT SYSTEM TO BE LOWERED TO BOTTOM FOR CHECK. THE LIFTING PROCEDURE IS HAZARDOUS, 3 RESTRAINING LINES SECURED TO DECK CLEATS JUST DON'T KEEP PTC FROM SWINGING BADLY, AND THIS WAS IN FAIRLY CALM SEAS. IN MODERATE SEAS IT WILL BE EXTREMELY DIFFICULT AND HAZARDOUS TO PUT PTC ANYWHERE ON DECK OF S/V. SOME DIFFICULTY EXPERIENCED IN CHANGEOVER FROM CRANE LIFT TO COUNTERWEIGHT SYSTEM. ALSO SOME SURGE WAS NOTED



despite counterweight. O-Ring gaskets on hatch leak about 1 PSI/7 minutes. DTC WAS ONLY LOWERED TO 20 FT, THEN RECOVERED. RECOVERY WAS DANGEROUS BECAUSE OF SWING. AFTER DARK, WHILE I WAS ABOARD THE LAB, DTC WAS CHECKED AGAIN AFTER adding weights to counterweight. In the recovery Coggeshall fell from the photo shock roof and severely sprained (or broke) his ankle. Lab was buttoned up and tanks equalized to interior ( $\approx 1-2$  PSI final pressure) Sealed at 2100.

24 AUGUST - TUESDAY

0900 - Reported for work  
opened up the lab for final time before pressurization. Went aboard for system checkout. Bob Porter spliced on 300 ft of power cord to the 50 ft. pigtail yesterday to enable power vault to be corrected after lab is on bottom. The umbilical is hooked up so power came on about 1045. Communications established to SCV via audio and the unscrewler ckt. Communications are excellent. all on.

Circuits were energized except the hot water heater and some minor problems were noted. 1. One of the Armoak pumps isn't putting out correct pressure. 2. When the D/H machine ckt was energized a flash was noted in the entryway. I immediately threw the breaker but it had already tripped. A makeshift blower for the wet suits had been plugged into this circuit and was inadvertently wired as a short circuit. The blower is removed now. First fired the Armoak. All other electrical gear checked out fine. I took about 4 readings for the log. Dr. Miller's gear is aboard except the Xdivers which will be lowered wet. Culpepper put up the bracket for Tolbert's plant experiment. I put his plants aboard, checked out the Krosberg, and de-energized it. I'll calibrate it on the bottom. The B.B. heaters were set at  $70^{\circ}$  Freezer at  $-50^{\circ}$  and refrigerator at  $40^{\circ}$  and lab was buttoned up. Filling of tanks 1 and 3 commenced at 1745. After an hour it was apparent that #3 (Aft) was filling fastest. This was probably due to the fact that the lab



was turned a little stern heavy and also the stern was forcing the swells. Secured at 1900, flooding still going on.

25 AUGUST - WEDNESDAY

0800 - Reported for work

Briefing by Carpenter. It seems the lab flooded down at the stern with tank 3 filling long before tank 1. The up angle caused a water blockage of A1 + A10. So tank 1 could not fill. To remedy this all vent valves except A1 + A10 were closed, B1 + B2 were opened and the water was blown out of the vent lines. Also overnight the gas leaked down from 105 PSI to 47 PSI. The port cover gaskets are leaking and the equalizing tubes are letting the gas out. Secured at 1600.

26 AUGUST - THURSDAY

0800 - Reported for work

First team briefing on S/V. Sealab will be lowered today. Tomorrow the PTC + power hive will be lowered. Entry scheduled for Saturday morning.

Sealab was lowered to bottom at  $\approx$  3 PM on stop at 165 ft to cap off the equalizing tubes in the ports which were leaking. He. The counterweight worked outstanding. Wally made an 85 ft dive on the lab and reported it steady as if on the bottom, in spite of 4-6 ft. swells on the surface. Secured at 1630.

27 AUGUST - FRIDAY

0800 - Reported for work

First team organization briefing, planning as to ~~the~~ tasks performed by original entry team and various jobs to be done. Jöhler and I mounted a Krosberg in the PTC as a PO<sub>2</sub> sensor. The power vault (a nice sturdy steel model) was lowered, apparently safely. New O-rings installed on PTC hatch. Secured at 1630.



28 AUGUST - SATURDAY

0800 - Reported for work.

Went aboard S/V and setup my diving rig (MK6 with 75/25  $\text{HeO}_2$ ). At 1000 Jørgen Jacobsen started putting the electrodes on Eaton + me for the bottom EEG recordings. These glued on my head with the wires running down my neck and over my left shoulder to a miniature plug taped to my chest. They're supposed to last 5 days. Took  $1\frac{1}{2}$  hours to install.

1130 - FINAL TALK BY DR BOND, EMPHASIZING DIVER SAFETY AND STRESSING IMPORTANCE OF THE MISSION.

1145 - FIRST TEAM STANDS FOR FINAL PICTURES.

ABOUT 30 PHOTOGRAPHERS. AFTER THIS WE WENT BELOW TO SQUARE AWAY OUR DIVING GEAR FOR THE DIVE. WORD IS PASSED WE WON'T DIVE UNTIL THE PORTABLE BELL IS CHECKED OUT AND SECURED AT 80 FEET AS AN EMERGENCY DECOMPRESSION STAGE. THE CHOW HALL GRACIOUSLY OFFERED 1<sup>ST</sup> TEAM LIVER ON THE HOUSE. AS USUAL, CHOW WASN'T VERY GOOD.

1343 - ENTRY TEAMS (CARPENTER - EATON, #1)  
TUCKFIELD - CANNON, #2) ENTERED WATER.

TEAM 1 OPENED HATCH ON SEALAB AND ENTERED. TEAM 2 OPENED HATCH ON PTC AND HUNG THE MERCURY VAPOR LAMP OUT AS A BEACON. FROM THE PTC, THE SHARK CAGE WAS VISIBLE WITH THE AIR DIVING LIGHT ON. VERY DARK ON BOTTOM, NEED OUR DIVING LIGHTS TO SEE ANYTHING. PTC IS ABOUT 30 FT. AFT AND SLIGHTLY PORT OF SEALAB. FROM SEALAB PORTHOLE THE MERCURY VAPOR LAMP IS CLEARLY VISIBLE AND VERY REASSURING. THE BOTTOM VISIBILITY IS GOOD BUT VERY LITTLE SURFACE LIGHT IS EVIDENT. BOTTOM IS FINE MICA SAND, CLOUDS SETTLE IN  $\approx 2$  MINUTES. TUCK AND I HOOKED UP THE FRESH WATER LINES AT THE POWER VAULT WHICH IS STBD AMIDSHIPS AND NOT OVER 8 FT FROM SEALAB. WE TURNED ON 1 BIBB, 2  $\text{O}_2$  AND 1  $\text{He}$ . A LOT OF SMALL FISH ARE STARTING TO CONGREGATE AROUND. WE ENTERED THE LAB AND STOWED OUR GEAR AT 1420. WHAT A WARM FEELING AS WE CAME UP INTO THE LAB. THE LAB IS RESTING ON A SLOPE WITH ABOUT  $6^\circ$  PITCH UP AND  $6^\circ$  PORT ROLL. IT IS A LITTLE UNPLEASANT. THE ROLL AND PITCH INCREASED SLIGHTLY THE FIRST HOUR WE WERE ABOARD AS MEASURED BY A CRUDE PLUMB BOB BUT CEASED. THE INCREASES CAUSED YOURS TRULY SOME LITTLE CONCERN



WHICH PASSED. THE OTHER 6 MEN CAME DOWN IN PAIRS. COFFMAN & SONNENBURG, SKIDMORE & CLARK, JOHLER & MURRAY.

HOUSEKEEPING SET UP, LOOKS LIKE STOWING MK 6 WILL BE A MAJOR PROBLEM. THE ENTRY AREA IS WAY TOO SMALL. THE SANITARY DRAIN HOSE IS HOOKED UP BUT MUST BE FLOATING UP FOR GAS ESCAPES FROM THE HEAD IF THE HULL VALVE IS OPENED. SHOWER DRAIN HOSE IS NOT CONNECTED.

EVERYBODY'S APPETITE IS REAL GOOD. MORALE IS HIGH AND THE HIGH SPOOKY VOICES GET LOTS OF LAUGHS. BUSY WITH STOWAGE, ENG. & ENVIRONMENTAL DATA RECORDING, CHECKING OUT EQUIPMENT & ETC. SECURING WORK AT 2330. CARPENTER WAS TALKING TO GT-5 JUST AS I HIT THE RACK.

27 AUGUST - SUNDAY  
0600 - UP AND AT EM.

COFFEE, CHOW AND GENERAL SMALL TALK, STARTING DAYS WORK AT 0800. NO SURFACE LIGHT VISIBLE. USING DOUBLE 70'S & 90'S FOR GETTING PRESSURE POTS AND HOOKING UP SHOWER DRAIN HOSE. ALSO WEIGHTED SANITARY DRAIN HOSE SO IT WORKS GOOD NOW. THE SHOWER DRAIN HOSE POPPED UP SUDDENLY, CAUSING QUICK GAS LOSS, WATER RISE INTO AFT SUMP. CARPENTER SECURED HULL VALVE ON DRAIN UNTIL WEIGHTS COULD BE PLACED ON HOSE AGAIN. TOPSIDE PUMPED COMPRESSED AIR IN UNTIL SKIRT WAS BLOWN AGAIN. BROUGHT  $O_2$  UP TO 4.8%. THE KRASBERG IS DOING AN EXCELLENT JOB OF MONITORING THE  $PO_2$ . IT IS RIGHT ON THE MONEY WITH CAPT. MAZZONES GAS ANALYZER TOPSIDE. IT ALSO BROUGHT THE  $O_2$  UP FROM 4.15% TO 4.25% WITHIN 1 HOUR. THE SOLENOID CHATTERS QUITE A BIT WHICH IS AN IRRITANT. ALL PORTHOLE OPENED TODAY BUT WITH NO LIGHT, THERE'S NOT MUCH TO SEE. CAN'T SEE THE BOTTOM FROM ANY PORTHOLES. LOTS OF FISH RESEMBLING RED SNAPPER AROUND AND AT NIGHT THE WATER IS FULL OF SMALL



SHRIMP & CRAB LARVAE. Millions of them  
with CIGAR MINNOWS EATING THEM CONSTANTLY.  
SEVERAL TINY OCTOPUS ON THE PORTS.

MADE A DIVE WITH SONNENBURG AT 1956  
ON ARAWAK TO CHECK ON HOOKUP OF DIVING  
LIGHTS. IN AT 2034 WITH NONE HOOKED  
UP. DR SONNENBURG SAYS HE'S NOT GETTING  
ENOUGH GAS FROM THE ARAWAK. I LIKE  
IT FINE, TOOK A SHOWER AND SECURED  
FROM WORK AT 2130. LOTS OF WORK  
AHEAD TOMORROW.

30 AUGUST - MONDAY

0600 - HOLD REVEILLE ON MYSELF.

BREAKFAST ABOUT 0700, STARTING DAYS  
WORK ABOUT 0800. CARPENTER HOLD QUARTERS,  
GAVE OUT PLAN OF DAY OPEN TO SUGGESTIONS,  
AND WATCH LIST. TENTATIVE PLAN IS THIS:

0700 - Reveille

0730 - CHOW

0800 - QTRS

0800 - 1130 DIVING

1200 - CHOW

1300 - 1400 SIESTA

1400 - 1800 DIVING

1830 CHOW

2200 TAPS

THE ARAWAK VACUUM 2 APPEARED TO BE  
BAD BUT CHECKED OUT TO BE A BINDING  
POINTER ON THE GAGE.

0918 - TUCK AND I STARTED TRANSFERRING  
PRESSURE POTS AND BRINGING FILL MK 6  
BOTTLES IN FROM THE CAGES, REPLACING  
THEM WITH EMPTIES. THROUGH BY 0930.

1012 - TUCK & I BRINGING IN PRESSURE POT.

1018 - FINISHED WITH THAT TASK

1023 - TUCK AND I LEFT TO HOOK UP THE  
6 DIVING LIGHTS TO THE PICTAIL  
DROPPED DOWN THE BENTHIC TUBE. HOOKED  
UP 5, BUT THE 6TH HAS A BAD PLUG  
AND WILL HAVE TO BE FIXED.

1048 - CONCLUDED JOB AND CAME IN TO GET  
WARM.

1109 - TUCK & I LEFT TO HOOK UP PRESSURE  
POT.

1118 - JOB COMPLETED.

AT NIGHT I HOOKED UP TO THE LITTLE  
EEG RECORDER.

AN OEL TV CAMERA WAS SENT DOWN IN THE  
CAGE AND I INSTALLED IT ALONGSIDE THE  
SCRIPPS LAB AREA CAMERA. BOTH SCRIPPS  
CAMERAS HAVE BURNS NOW AND WITHOUT  
THE BENTHIC LAB FOR FOCUS CONTROL, GIVE



POOR QUALITY PICTURES. IT IS AMAZING  
HOW TIME GETS AWAY FROM YOU AND HOW  
THE LITTLE TASKS PILE UP.

THERE IS NO SENSATION OF PRESSURE  
AND THE WATER DOESN'T SEEM TO BE AS  
COLD NOW AS IT FIRST APPEARED. I HAVE  
ONE OF THE DICK LONG SUITS BUT I GOT  
CHILLED AFTER 30-40 MINUTES IN THE  
WATER (NO VEST USED) THE SECRET OF GET-  
TING IT ON EASY IS TO SOAP DOWN GOOD  
WITH PHISOHex UNTIL SLIPPERY.

Secured work AT 2200 AND HIT THE  
RACK.

31 AUGUST - TUESDAY

UP AT 0000 FOR THE 0000-0300 WATCH.  
TOOK ENGINEERING AND ENVIRONMENTAL DATA,  
LOGGED THE BOTTLE (OPEN TO OUR REGULATORS)  
PRESSURE AS:

#1 BIBB - 1500 #10 He - 1500 #1 O<sub>2</sub> - 1250  
KRASBERG IS DOING AN OUTSTANDING JOB OF  
KEEPING O<sub>2</sub> AT 4.25%, BUT THE SOLENOID  
STILL CHATTERS AND IS VERY ANNOYING.

0700 - REVEILLE

0800 - STARTED DAYS WORK

IT TURNS OUT THAT KEEPING THE POTS

MOVING IS OCCUPYING ABOUT 50% OF  
OUR TIME. THE AIRWAK IS TURNING OUT  
TO BE A GOOD RIG EXCEPT FOR THE NUISANCE  
OF TENDING YOUR LINES. YOU CAN HEAR THE  
COMPRESSORS SO YOU WOULD KNOW IF A FAILURE  
OCCURRED. ONE THING THAT IS NOTICEABLE IS  
THE RAPIDITY OF BREATHING DUE APPARENTLY  
TO THE COLD WATER. EVERYBODY HUFFS + PUFFS  
ON THE AIRWAKS. AT 1105 I STARTED MY  
DIVING ACTIVITY WITH BATON AND WE GOT 48  
MINUTES ON THE AIRWAK DOING POT JOBS  
AND SETTING UP THE STRENGTH TESTS. AT  
ABOUT 1130 CAPT. BOND + MAZZONE DROPPED  
IN FOR CARPENTERS SWEARING IN OF COFFMAN.  
THEY HAD ABOUT 8 MINUTES IN THE LAB. IT  
FELT FUNNY SEEING THEM HURRY TO GET AWAY  
WHEN WE HAD SO MUCH TIME.

WHEELER SENT A SPARE PLUG AND SEALING  
TAPE SO I CAN REPLACE THE BAD PLUG  
ON NO. 6 DIVING LIGHT. ALSO SENT THE  
TRICKLE CHARGER DOWN FOR THE BATTERY  
IN THE PTC. DON'T KNOW HOW I'LL MANAGE  
TO KEEP IT DRY CARRYING IT OVER BUT I'LL  
TRY.

WORD PASSED ABOUT 1700 THAT THE BOUTAC  
LADY IS BEING LOWERED. WE WATCHED THE PORTS



PRETTY CLOSELY FOR THEY ARE OUR WEAK SPOT. LOTS OF AUDIBLE CREAKING AND CLANKING AND THE WATER GOT ALL STIRRED UP. TOOK 4 TRIES BEFORE THE RELEASE MECHANISM WORKED PROPERLY. BENTHIC IS NOT IN SIGHT BUT IS  $\approx 60$  FT AWAY,  $120^\circ$  RELATIVE TO THE LAB. WE WILL LOCATE IT AND HOOK IT UP TOMORROW MORNING. SECURED WORK AT 2000. THE

BOTTLE READINGS ARE NOW: #1 BIBB - 1450  
#1  $O_2$  - 800, #10 HE 800 (USED 700 PSIG TO BLOW DOWN TRUNK LEVEL). WE ARE USING  $O_2$  AT A PRETTY GOOD RATE, AN EXPLANATION OF WHICH I FEEL IS: THE COLD WATER CAUSES RAPID BREATHING ON THE AROWAK AND ALSO LOTS OF MULE HAULING SO FAR, AND WE HAVE HAD TO CHANGE  $LiOH$  CANISTERS TWICE ALREADY. SUNDAY AFTERNOON THE  $CO_2$  WAS HIGH ENOUGH THAT IT WAS NOTICEABLE TO ME, INCREASED BREATHING RATE, SO WE CHANGED. THEN TODAY ABOUT NOON,  $CO_2$  WAS ABOUT 2.5% (SURFACE EQUIVALENT) AND AGAIN SOME BREATHING DISTRESS WAS FELT SO WE CHANGED. RELIEF (PERHAPS PSYCHOLOGICAL) IS FELT WITHIN AN HOUR.

A NOTE: EVERYONES APPETITE IS RAVENOUS AND SNACKING GOES ON ALMOST CONTINUALLY. CANNED ORANGE DRINK IS DELICIOUS IF NOT FIZZY.

THE TILT,  $6^\circ$  UP ANGLE AND  $6^\circ$  DOWN POPT IS VERY TROUBLESOME. SOME FOOD SPILLOVER HAS OCCURRED AND MOST DISHES SLIDE TO SOME EXTENT. NON-SKID TABLE TOPS WOULD BE NICE.

I STUCK MY HAND IN THE BOTTOM TODAY UP TO MY WRIST AND ITS SPONGY MUD.

NO SIESTA TODAY AS NO TIME FOR IT.

1 SEPT - WEDNESDAY

0720 - REVEILLE FOR ME

0800 - QUARTERS, PLAN OF DAY OUTLINED AND WORK COMMENCES. EATON & CARPENTER

LOCATED BENTHIC LAB ABOUT 25 FT AFT AND STBD OF SHARK CAGE. WE HAULED UP THE 2 CABLES THROUGH THE BENTHIC TRUNK. TUCK AND I DROVE ON THE AROWAK ABOUT 1048 TO RUN TROT LINE TO BENTHIC, BRING IN BAD DIVING LIGHT PLUG, AND TRY TO PREPARE THE POWER CABLE FROM SURFACE THAT RAN DIVING LIGHTS DURING LOWERING FOR HAUL-UP THE CABLE IS BADLY FOULED. BOTTOM VISIBILITY IS ABOUT 2 FEET TODAY, REALLY TERRIBLE. SOME SURFACE ROUGHNESS HAS CAUSED IT, ACCORDING TO MURRAY. THE VISIBILITY UP ON THE LANNING TOWER IS ABOUT 20 FEET. DR.



Sonnenberg told us last night that some changes have been noted in our EEG's taken on the bottom. No idea as to whether the changes are serious.

I still feel the same. Tuck and I secured for lunch at 1150. Started checking out the Benthic stuff right after chow. No siesta today and I'd guess that no time for siestas (Spare) will show up. This is day 5 and no tests have been run yet. Lots of physiological data taken. I'm used to giving blood so it doesn't bother me at all. My pulse is running high, 90-100 but blood pressure is normal. Feel good and being cooped up doesn't bother me at all.

Some troubles with Benthic. They can only get 2 out of 4 channels of T.V. One outside camera has a short to ground in it. Communications are good. Used the Aquasonic surface unit quite a bit today in communicating with topside as all comm. links were really busy. Tomorrow we'll fire off the swimmer Aquasonics on the MK6.

Worked with Benthic on system checkout as well as troubleshooting jobs until

2100. It appears to me that the guys voices are getting lower. We have no trouble understanding and topside can understand our audio better than thru the un-scrambler.

2 SEPT. THURSDAY

0700 - Reveille & Breakfast

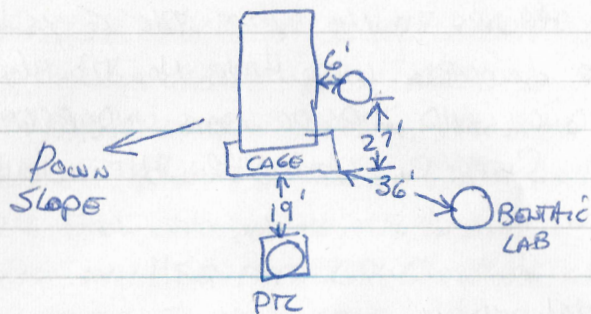
0800 - Quarters, Plan of Day, Diving Jobs.

Since #1 diving light is out, I'm the one to fix it. Brought it inside and the wiring is bad at the bulb connection. Put a new bulb in and rewired it. Works great now. Reordered the trickle charger for the PTC. This keeps the emergency batteries for the scrubber always charged up. Put the charger inside 2 plastic bags and weighted it. Helped as diver tender and setting up BQC for another communication link to topside. I keep busy constantly on one little job after another.

About 1600 SKID and I made our dive. We hooked up 2 pressure pots, loaded 6 MK6 bottles to be sent topside and measured the distance to power hive, Benthic Lab & PTC.

A sketch of the complex is:





WE GOT THE CHARGER & SWAM TO THE PTC. AS I SWAM UP INTO THE PTC I SAW MANY FISH FLOPPING ON THE SURFACE AND UPON CLIMBING IN, I SAW DEAD FISH LITTERING THE GRILL IN THE BOTTOM OF THE PTC AROUND THE HATCH. I TOOK ONE SHORT SNIFT TO CONFIRM MY SUSPICIONS THAT THE AIR WAS PUTRID, WENT BACK ON THE AIRWALK, PUT THE CHARGER ON THE TOP BENCH AND WE LEFT. RETURNED TO SEA LAB. SHOWERED, ATE SUPPER AND WENT ON WATCH UNTIL 2100. SEWED MY WORK AT 2100, SAT AROUND CHATTING, FILLING OUT DAILY REPORT, LETTER WRITING, ETC. UNTIL 2330 WHEN I HIT THE RACK. VERY TIRED.

3 SEPT FRIDAY

0600 - TUCK AND I HAVE THE 0600 - 1100 WATCH. MADE BREAKFAST FOR CREW ABOUT 0730.

0800 - QUARTERS - DIVING SCHEDULE, TODAY'S MY DAY FOR BLOOD (EVERY OTHER DAY) CARPENTER AND I HAVE SOME WEIRD ENZYME CHANGE BUT NO ONE IS SURE WHAT IT MEANS. MY PULSE HAS BEEN ABOUT 100 SINCE I'VE BEEN DOWN BUT BLOOD PRESSURE IS ALWAYS NORMAL. TEMP RUNS ABOUT 99.6 ORAL.

WE TURNED ON #2 O<sub>2</sub> AND CHECKED IT AT THE REGULATOR. #1 HALL VALVE IS LEAKING PRETTY GOOD AND ABOUT 400 PSI HAS LEAKED INTO THE LAB. KRASBERG SAYS O<sub>2</sub> IS 5.1%. NO SWEAT. JOHLER REPLACED THE VALVE AND NO LEAKS FOUND.

#1 He - ON LINE AS He MAKEUP

#1 O<sub>2</sub> - M.T.

#2 O<sub>2</sub> - 1425 PSIG (STANDBY O<sub>2</sub> MAKEUP)

#6 O<sub>2</sub> - 1750 PSIG (ON-LINE O<sub>2</sub> MAKEUP)

#1 BIBB - 1300 PSIG (EMERGENCY BREATHING SYSTEM)

4 SORTIES MADE TODAY ON MK6, 1 ON ARWAK. THE VISIBILITY IS NOT BAD BUT THE BOTTOM STIRS SO EASY AND ONCE STIRRED, VISIBILITY GOES TO ZERO.



TUCK AND I DIVE FROM 1715 TO 1854 ON ARAWAK Hooking up pots, Loading Bottles in CAGES, Doing STRENGTH TEST AND Hooking up the TRICKLE CHARGER IN THE PTC. THANK GOD I GOT IT IN AND ON. Hooking up the 24 VOLT BATTERY WITH WET HANDS GAVE ME SOME BAD TINGLES BUT I HACKED IT. TUCK CLEANED OUT ALL THE DEAD FISH WHICH WAS A NASTY JOB. AFTER CLEANUP WORKED UNTIL 2100 HELPING BENTHIC CONTROL TROUBLE SHOOT THEIR TV CAMERA CONSOLE. ONLY 1 CHANNEL WORKS NOW. TOO TIRED TO WORK ANY LONGER. I'VE BEEN TIRED ALL DAY AND NEED TO UNWIND. LOOKS LIKE NO REAL REST UNTIL WE COME UP, WHATEVER THAT IS. THERE ARE SO MANY FISH AROUND THE DIVING LIGHTS AND ITS FASCINATING TO WATCH THEM. TUCK AND I SAW A RED HORNY SPARFISH ON THE PTC WITH 12 ARMS AND A GOOD 2 ft. ACROSS. I THOUGHT IT WAS A BIG OCTOPUS AT FIRST. KINDA SCARED ME. WELL, ITS 2330 AND I'M POOPED. TO BED, MEN.

4 SEPT SATURDAY

0700 REVELLE FOR CREW

0800 QUARTERS & DIVE SCHEDULE.

MORNING SPENT ON VARIOUS SMALL JOBS FOR ME. DUE TO SOME IRON-UP TAKE STUDIES, DIVING SCHEDULE DELAYED SOMEWHAT. MURRAY'S WEATHER STATION IS OUT THERE SOMEWHERE AS IS THE TV TRIPOD AND WAY STATION. WILBER AND MURRAY ARE TO LOCATE ALL 3. THEY FOUND ONLY THE WX STATION. SONNENBURG AND TUCK FINISHED GETTING THE DEAD FISH OUT OF THE PTC AND AIR FLUSHED IT 4 TIMES. THEIR ARAWAK NOSES GOT FOULED IN THE TROLLEY LINE AND THEY THOUGHT THEY HAD THEM FREE. BUT WHEN THE TROLLEY WAS HAULED UP, AN ARAWAK VEST ALMOST GOT HAULED UP. COFFMAN & I WENT OUTSIDE TO UNSNARL THE NOSES. I HAD TO ASCEND TO THE UPPER SAFE DEPTH ALMOST TO FREE MY NOSE BUT I WAS CAREFUL TO WATCH MY HEIGHT. VISIBILITY WAS VERY POOR. SPENT ABOUT 25 MINUTES FLEEBING AND UNWINDING NOSES. ALMOST NO LIGHT AT THIS TIME OF DAY, 6 PM. FINALLY MY VEST UNZIPPED SO WE HAD TO COME IN. THE ARAWAK VEST DESIGN HAS BUGS. THE REGULATOR IS IN A BAD PLACE, THE VEST IS IMPOSSIBLE TO ZIP



UP WITHOUT SOMEONE ELSE'S HELP AND IS  
LIABLE TO UNZIP AT ANY MOMENT, ONE HAS  
TO WATCH HIS NOSES ALL THE TIME AND PREVENT  
SNARLING. SHOWED AFTER SORTIE, 1755 TO  
1822, ATE SUPPER AND STARTED INSTALLING THE  
NEW TV CAMERA SENT FROM TOPSIDE. PLACED  
IT ALONGSIDE THE PRESENT ONE MOUNTED  
IN THE ENTRYWAY. SOME MINOR TROUBLES  
BUT FINALLY GOT IT IN. IT SEEMS THAT  
THERE ARE 3 CO-AX LEADS TO TOPSIDE IN  
THE UMBILICAL AND ONLY 2 ARE WORKING.  
SINCE OUR TV (ENTERTAINMENT) USES 1, WE WILL  
HAVE TO SHARE TIME WITH TOPSIDE, LETTING  
THEM HAVE 2 CAMERAS DURING DAYTIME,  
AND 1 WHILE WE'RE WATCHING TV AT NIGHT.

THE WATER HAS RISEN IN THE TRUNK TO  
ABOUT 4" OVER THE TOP OF THE TRUNK. WE  
HAVE NO LEAKS SO IT MUST BE GAS  
ABSORPTION, I GUESS. SURFACE BLOW IT DOWN  
WITH AIR.

Got a POT today with CANDY,  
FRUIT, COLD CUTS, CHEESE AND OTHER  
GOODIES. SURF FEELS GOOD TO GET SOME-  
THING LIKE THAT, ALMOST LIKE CHRISTMAS,  
REALLY. I WORKED UNTIL 2100 WHEN I  
HAD TO GO ON WATCH TIL 2400. PRETTY  
POOPED AFTER WATCH SO I HIT THE RACK.

5 SEPT SUNDAY  
HOLIDAY POOLING TODAY. NO SCHEDULED  
WORK EXCEPT FOR THE DUTY SECTIONS.

1100 - 1600 TUCK AND I HAVE THE WATCH.  
GENERAL CLEANUP, REPLACED THE LiOH CANISTERS,  
MOUNTED A HAIR DRYER IN ENTRYWAY TO DRY OUT  
HOSES AND VESTS. GIFFMAN WASHED ALL NOSES WITH  
PHISOX. SAID THEY WERE GETTING RIPE.  
5 OF THE GUYS HAVE EAR FUNGUS NOW. I AM  
GETTING IT IN MY RIGHT EAR. HOPE IT DOESN'T  
GET WORSE. EVERYBODY DIVES, ANYWAY.

SOME GENERAL NOTES OR OBSERVATIONS AFTER  
1 WEEK ON THE BOTTOM.

1. SPACE - THIS LAB IS NOT BIG ENOUGH FOR  
10 MEN, EXCEPT IN THE BERTHING AREA. THE  
INADEQUATE ENTRYWAY IS THE BIG TROUBLE  
SPOT. THERE ISN'T ENOUGH SPACE TO STORE THE  
BUTTLER OR SET UP THE RIGS.

2. BEING ISOLATED ISN'T BOTHERING ANYBODY  
AND THE MORALE IS HIGH. JUST THE LOGISTICS  
ALONG CONSUMES LOTS OF DIVING TIME.

WELL, ENOUGH LOG FOR THIS DAY.



6 Sept - Monday

0700 - Reveille

0800 - QUARTERS AND DIVE PLAN DISCUSSED. TOM CLARKE AND I MADE A MK 6 DIVE. I WAS A BUDDY DIVER WHILE HE COUNTED BOTTOM CRITTERS. WE WENT 30 METERS SOUTH WHICH IS UP ON A HILL ABOUT 180 FT. DEPTH. SAME OLD MUD BOTTOM. THEN WE WENT NORTH 15 METERS FOR CORE SAMPLES. THE DIVING LIGHTS WERE VISIBLE FOR 15 METERS NORTH. REMOVED A TV CAMERA TO BE SENT TOPSIDE. ALSO HELPED BENTHIC FOCUS THEIR CAMERA. THE TV CAMERAS CONK OUT FAST DOWN HERE FOR SOME REASON. SECURED WORK AT 1900.

7 Sept - Tuesday

0300 - 0600 STOOD MY WATCH, SET UP 2 MK 6 FOR THE DAYS DIVE.

0800 - STARTED DAYS WORK. CARPENTER AND I DROVE THE MK 6, 1113 TO 1143, TAKING AN INSTRUMENT OUT 165 FT TO MURRAY'S LUX STATION. I WAS TOO HEAVY, ABOUT 6-8 LBS AND CARRYING THE ~15 LB INSTRUMENT WAS HARD WORK. I WALKED ON THE BOTTOM ALL THE WAY OUT AND

BOY WAS I HUFFING AND PUFFING WHEN WE GOT THERE.

THE WATER IS WARMER NOW. I DROVE WITHOUT A HOOD AND VEST AND DIDN'T MIND IT. TUCK AND I HAD THE 16-2100 WATCH. TOPSIDE FIRED US UP SOME CHICKEN AND BOY WAS IT GOOD FOR SUPPER. LAST NIGHT WE GOT ONE OF TALBERT'S INSTRUMENTS MOUNTED UP ON THE CANNING TOWER. HE KEEPS BOGGING ME TO PUT OUT HIS BOTTOM TRAILERS BUT I FORGET. STARTED A NEW PLANT EXPERIMENT YESTERDAY FOR HIM. ANOTHER TV CAMERA DOWN TO HOOK UP BUT I'LL WAIT UNTIL TOMORROW. I PICKED A MK 6 WITH AQUASONIC AND BATON TRIED IT. COULDN'T UNDERSTAND HIM AT ALL AND THE MASK LEAKS BADLY. IT IS HAZARDOUS TO USE DOWN HERE AND DOESN'T APPEAR TO ADAPT TO THE MK 6. SECURED WORK AT 2100.

8 Sept - Wednesday

061100 TUCK AND I HAD THE WATCH. COOKED BREAKFAST FOR THE CREW. AT ABOUT 0930 MADE A CALL TO MDL. BATON, TUCK, CARPENTER AND I TALKED TO CAPT. MILLER, DR. JASPER AND T. ODUM. JUNE WAS NICE



TO CALL AND TALK TO THE GUYS BACK THERE. EATON AND I TOOK TOLBERT'S CURRENT METER OUT 100 ft. TO INSTALL IT. Boy, WHAT A LARGE HEAVY DUDE IT WAS. I CAN SEE WHY HE WAS ANXIOUS TO GET US TO INSTALL IT FOR HIM. WE ONLY GOT 2 OF THE 3 GUY WIRES BEFORE OUR TIME RAN OUT. WE LEFT AT 1440 AND RETURNED AT 1520. GAS OUT, 2650, GAS IN, 1100. VISIBILITY WAS ABOUT 10 FEET TIL IT GOT STIRRED UP, THEN IT WAS ZERO. WE LOCATED THE CURRENT METER ABOUT 2/3 OF THE WAY TO MURRAY'S WX STATION. THE SLOPE IS PRETTY STEEP AND HARD TO WORK ON. YOU KEEP SLIDING DOWN THE HILL. SECURED WORK AT 1800. AT 2000 WE ALL HAD INTERVIEWS WITH DIFFERENT TV AND NEWS MEDIA. I TALKED FOR 10 MINUTES WITH CHUCK DILLINGER OF THE L.A. TIMES. IT WAS AN INTERESTING TALK. TO BED NOW. TOMORROW IS ANOTHER DAY.

9 Sept - THURSDAY

0700 - REveille FOR THE CREW.

0800 QUARTERS AND DINE PLANS.

AFTERWARDS A MESSAGE ON THE BLOCKED WRITER FROM BOND SAYING THAT NO MORE GOODIES OR FAVORS WILL BE SENT DOWN, ORDERS FROM HIS ADMIRAL. IT SEEMS THAT ON ONE OF THE SUPPOSEDLY CONFIDENTIAL QUESTIONNAIRES WE DAILY FILL OUT FOR RADLOFF, CARPENTER HAD STATED THAT HE WAS CHANGING HIS OPINION FROM XLNT TO GOOD FOR BREAKFAST SINCE HE WAS TIRING OF OMELETS AFTER 5-6 DAYS IN A ROW. THIS MADE THE PAPERS AND NEWS (TV) CLEAR BACK TO DC. & N.Y. HE IS VERY ANGRY ABOUT IT, WITH GOOD REASON. CARPENTER HAD A BIG DISCUSSION WITH BOND, WHO SAYS WE SHOULD EAT ONLY WHAT'S ON THE MENU AND NOT GOODIES. WE ARE SUPPOSED TO BE TRUTHFUL WHEN ASKED WHAT WE'D LIKE BUT WE PROBABLY WOULDN'T GET IT. THE MENU IS HEAVY ON BEEF STEW AND SPAGHETTI AND MEAT BALLS. A BIG FLAP OVER NOTHING, REALLY.

TUCK AND I WERE LAST TEAM OF DIVERS. WE WENT OUT TO THE CURRENT METER AND PLUMBED IT UP, THEN CAME BACK IN. DIVE LASTED FROM 1718 TO 1735. SURE GOT COLD BUT



Good visibility on the slope. We could just make out the glow of diving lights 100 ft away. Worked on a diving light and secured work at 1930. I'm getting oriented on the slope a little, enough to cease being nervous about being 150 feet out there. In fact, the fun is starting just before we leave.

### 10 Sept - Friday

0000-0300 - Had the midwatch. Set up 2 MK 6 and took some readings. Watch passed fast.

0700 - Reveille for Orew.

0800 - Quarters for Muster. Turned off all mikes and discussed the food and breach-of-confidence problem.

Carpenter thinks that things will quiet down in a couple of days.

Tuck and I went out on SORCE # 69 at 1018, returning at 1032. I made a pot run at 1045-1050. And we went out again from 1122 to 1133. We set up Dr. Miller's sound localization equipment,

the 3 Hydrophones. Hampered greatly by poor visibility and sculpin everywhere. I haven't worn a hood in 3 days. Got nauseated after the dive for some reason. Dr. Sonnenburg gave me some pills which cleared the nausea. I've started anticipating the coming up on Sunday now. Channel fever, the guys call it.

The PTC was raised at about 1600 to the S/V for a scrubdown of the inside. The fish odor is still putrid. The AquasonicReducer was wiped out. won't be lowered until tomorrow morning. A very smooth liftoff. I watched it go from the aft port hole. Very little surge and only about a 90° turn. Should be a smooth ride Sunday. Secured work at 1830.

### Saturday - 11 Sept

0700 - Reveille

0800 - Quarters

Lots of pots transferring gear up and down. PTC lowered back in the same spot as before. All ready for us to go up in tomorrow. Wilbur and I



MADE A MK 6 DIVE TO CHECK ALL THE EXTERIOR VALVES AND BOTTLES ON THE PTC. EVERYTHING LOOKS GOOD BUT WE HAD TO ASK FOR SOME SLACK TO BE TAKEN OUT OF THE LIFT LINE. WE SWAM OUT TO THE FISH CAGE AND CUT THE BUOY LINE LOOSE. SURE IS A BIG THING. VISIBILITY WAS GOOD AND WE DID SOME SIGHT SEEING ON THE WAY BACK. LOTS OF TRASH NOW ON THE BOTTOM. DID SOME POT HANDLING. A LOT OF WORK TODAY TRANSFERRING TEAM 2 STUFF ABOARD. SECURED WORK AT 2230. STAYED UP TIL 0200 WRITING LETTERS, MAKING A TAPE, CHATTING, ETC.

12 SEPT. SUNDAY

0700 Renville

0800 COMMENCED WORK, BARTA, ILEY AND BUCKNER ARRIVED. FINAL WORK, LAST MINUTE INSTRUCTIONS ON MY WORK TO CARPENTER. REPAIRED A DIVING LIGHT.

1330 - CARPENTER GOES IN WATER TO CHECK PTC OUT (ON ARAWAK) GETS STUNG ON RIGHT INDEX FINGER BY A SCULPIN. HITS HIM PRETTY HARD.

Sonnenburg GIVES HIM SOME STUFF AND PUTS HIM TO BED. SOME MEDICINE COMES DOWN FROM TOPSIDE (MORPHINE + ETC) WE STAND BY TO SEE WHAT'S WHAT ON THE TEAM TRANSFER. ABOUT 1500 WORD COMES THAT I WILL GET IN PTC FOR THE RIDE UP.

1518 - EATON GOES TO PTC (#1 MAN IN)

1523 - I FOLLOW + MAKE IT.

1555 - ALL TEAM I (9 MEN) IN THE ODL WITH THE HATCH DOGGED. A BEAUTIFUL RIDE UP AND VERY SMOOTH MAKING TOPSIDE. HAD A BALL IN THE PTC.

1600 - DECOMPRESSION CYCLE STARTS.

NO MATTRESSES ON THE CANVAS PACKS, SCRUBBER MAKES LOTS OF NOISE BUT WE'RE FEELING GOOD AND EXCITED ABOUT BEING UP.



13 Sept - Monday

Still going on Decompression - Gets very hot and humid in the DDC. 109°F. AND CONDENSATION JUST POURING OFF THE WALLS. THE PACKS ARE DAMNED UNCOMFORTABLE ITS IMPOSSIBLE TO GET IN A GOOD POSITION. DR SEM-JACOBSEN + BOND LOCKED IN AT 50 FEET, Hooked up his little EEG RECORDER AND TOOK SOME BRAIN WAVES. HE WAS IN A BIG HURRY, JUMPING ALL OVER THE PLACE, GETTING IT ALL MUGGY + STEAMY, USED UP ALL OUR TOWELS & LEFT. MY RIGHT KNEE HAS PAINS IN IT BUT I DON'T THINK ITS THE BOND. FEELS LIKE A SPRAIN.

2400 - END OF DECOMPRESSION, OUT OF THE CHAMBER AND GLAD TO BE. HAD A SHOWER, TALKED TO CAPT. MILLER, ODUM + OTHERS. VERY TIRED SO I SACKED OUT. KNEE STILL HURTS.

14 Sept - Tuesday.

0700 - Reveille

0800 - Press Conference, TALKS WITH VARIOUS PEOPLE, ETC, DEBRIEFING.

1200 - SECURED FOR THE DAY - VERY TIRED.

15 Sept - Wednesday

1300 - REPORTED TO NAVAL HOSPITAL FOR MEDICAL CHECK + PSYCHOLOGICAL TESTS. ALSO A DEBRIEFING. FINALLY GOT TALK BY 2000, SECURED FOR THE DAY.

16 Sept - Thursday

Spent day working on my log AND GETTING THINGS READY FOR THE T.V. SHOW.

17 Sept - Friday

0800 - REPORTED FOR WORK. GETTING ORGANIZED TO ASSUME DUTIES.

1130 - EATON + I WENT HOME TO GET DRESSED AND READY FOR THE T.V. SHOW (NIGHTLIFE)

1400 - LEFT DRIVING FOR BEVERLY HILLS.

1830 - REPORTED TO BEVERLY - WILSHIRE HOTEL FOR BRIEFING ON THE SHOW.

2000 - STARTED SHOW.

2200 - FINISHED, ENROUTE BACK TO LA JOLLA.

18 Sept - Saturday

0930 - REPORTED FOR WORK.

Day spent in MK 6 LOCKER OVERHAULING REGULATORS, JAMMING BOTTLES, ETC. SECURED WORK AT 1700.



19 SEPT - SUNDAY  
NORMAL HOLIDAY ROUTINE.

20 SEPT - MONDAY  
0800 REPORTED FOR WORK.  
DAY SPENT IN MK 6 LOCKER. HAD DUTY  
AND WORKED UNTIL 2130.

21 SEPT - TUESDAY  
0800 - STARTED WORK  
WORKING IN MK 6 LOCKER.  
SECURED AT 1600.

22 SEPT - WEDNESDAY  
0800 - STARTED WORK  
WORKING IN MK 6 LOCKER CLEANING  
REGULATORS, JAMMING BOTTLES, ETC.  
SECURED AT 1700.

23 SEPT - THURSDAY  
0800 - STARTED WORK  
WORKED WITH CULPEPPER TRANSLATING  
ENVIRONMENTAL DATA. PAULI ASKED ME  
FOR A ROUGH REPORT ON ELECTRICAL  
SYSTEMS DURING TEAM 1. SECURED AT  
1500.

24 SEPT - FRIDAY  
0800 - STARTED WORK  
WORKING IN MK 6 LOCKER. HAD THE  
DUTY + WORKED UNTIL 2300. GAGED  
THE PTC GAS BOTTLES.

25 SEPT - SATURDAY  
0800 STARTED WORK  
3 GUYS FROM TEAM 3 WENT DOWN. SHORTS,  
BUNTON + MEERS. TEAM 2 COMES UP  
TOMORROW. SECURED AT 2100.

26 SEPT - SUNDAY  
0800 - STARTED WORK, HELPING EATON  
ON THE HE BANKS FOR THE PTC + DDC.  
2<sup>ND</sup> TEAM IS UP SAFELY. 3<sup>RD</sup> TEAM DOWN  
OK. DDC NOW HAS SUB MATTRESSES AND  
A COOLING SYSTEM. MAX T. GETS UP TO  
75°. SECURED AT 1630.

27 SEPT - MONDAY  
0800 - STARTED WORK IN MK 6  
LOCKER. SECURED AT 1630.

28 SEPT - TUESDAY  
0800 - STARTED WORK  
WORKED IN MK 6 LOCKER, OVERHAULING



REGULATORS, ETC. GETTING STUFF READY  
TO GO BACK TO MDL. THE GAS CHARGING  
LINE IS INSTALLED TO THE SEALAB NOW.  
WE CHARGED ON THE BOTTOM FOR 75 MIN.  
HAD THE DUTY + WORKED UNTIL 2130.

29 SEPT. WEDNESDAY

0800 - STARTED WORK  
WORKED IN 6 LOCKER ALL DAY.  
SECURED AT 1630.

30 SEPT - THURSDAY

0800. STARTED WORK  
WORKED IN 6 LOCKER  
SECURED AT 1600.

1 OCT - FRIDAY

0800 - STARTED WORK  
WORKED IN 6 LOCKER  
SECURED AT 2300 - HAD THE DUTY

2 OCT - SATURDAY

0730 - STARTED WORK.  
WORKED IN 6 LOCKER. MADE A 20 MIN.  
SWIM AT 15 FT. FOR EKG TESTS.  
SECURED AT 1600.

3 OCT SUNDAY

NORMAL HOLIDAY ROUTINE

4 OCT - MONDAY

0800 STARTED  
WORKED IN THE MK 6 LOCKER. HAD  
THE DUTY + WORKED UNTIL 2200.

5 OCT - TUESDAY

0800 - STARTED WORK.  
WORKED IN MK 6 LOCKER. EATON + I  
MADE A DIVE, WORKING ON UMBILICAL,  
TO 95 FT. BEAUTIFUL DIVE, WATER WAS  
REAL CLEAR + NOT TOO COLD.  
SECURED AT 1600.

6 OCT - WEDNESDAY

0800 - STARTED WORK  
WORKED IN 6 LOCKER  
SECURED AT 1800.

7 OCT - THURSDAY

0800 - STARTED WORK  
WORKED IN 6 LOCKER  
SECURED AT 1600.



8 Oct - Friday

0800 - STARTED WORK

WORKED IN MK 6 LOCKER

SECURED AT 1600.

9 Oct - Saturday

0800 - STARTED WORK

WORKED IN MK 6 LOCKER, HELPED EATON  
PUT 4 NEW LIOH CANISTERS IN DDC  
SCRUBBER. 1 CANISTER LEFT. (CLOSE, HUH.)  
GETTING THINGS READY FOR TEAM 3 TO COME  
UP. PTC BROUGHT UP & CLEANED OUT GOOD.

SECURED AT 2300. HARD DAY.

~~10 Oct.~~

10 OCT. SUNDAY

0700 - STARTED WORK. STANDING BY O<sub>2</sub>  
BANKS AS TEAM 3 COMES UP IN PTC.

SMOOTH LIFT & MATE. IN THE AFTERNOON  
THE BRIDGE TO LIFT SEALAB IS LOWERED.

CONDA & I MADE A 120 FT. DIVE TO  
CHECK THE BRIDGE CLEARING THE UMBILICAL.

IT FOULED TWICE. MY CALYPSO FLUTTER VALVE  
IS TERRIBLE, MORE WATER THAN AIR WHEN  
INVERTED. BEAUTIFUL DIVE, OTHERWISE.

SECURED WORK AT 1800.

11 Oct - Monday.

0800 - STARTED WORK.

LIFTING OF SEALAB COMMENCES. BECAUSE OF  
LIST, TANK 2 CANNOT BE BLOWN 100%.

ESTIMATE MINIMUM OF 1 TON WATER STILL  
IN TANK 2. DIVERS BLOW # 1 3 MIN, # 3 - 2 MIN.

25000 # pull ON LIFTING LINE, NO RESULTS.

EATON & I MAKE A 200 FT AIR DIVE TO  
BLOW # 1 3 MIN & # 3 2 MIN. THE  
BOW SPADES ARE 3 FT OFF BOTTOM,  
STERN SPADES JUST TOUCHING. LAST DIVE  
MADE ON SEALAB WHILE ITS ON THE BOTTOM.

Really A GOOD DIVE. I fixed THE FLUTTER  
VALVE BEFORE DIVING & THE CALYPSO WORKS  
BEAUTIFUL AT 200 FT. LOTS OF AIR.

THE LAB COMES UP, BOW FIRST AT  
A 20° ANGLE WHEN IT FIRST BREAKS THE  
SURFACE. LOTS OF WATER WORK GETTING  
HER TRIMMED & BLOWN COMPLETELY.  
SHE WILL BE ENTERED & MADE READY TO  
TOW TOMORROW.

SECURED AT 2000.



12 OCT - TUESDAY

0830 - REPORTED TO CIB FOR BRIEFING ON THE UNIT CITATION DEALIE AT 0900. ALL SEALAB PERSONNEL AWARDED THE UNIT CITATION. BOND PRAISES SHORTS TOO MUCH AND NO ONE MENTIONS PRICE WHO HAS WORKED HARDER THAN ANYONE ON THE WHOLE PROJECT. INEXCUSABLE BLUNDER AND NOTED BY LOTS OF THE CREW. SHORTS IS GOOD BUT HE CAN'T WALK ON WATER (I THINK).

IN THE AFTERNOON, WALLY, CONDA, REEVES, PRICE & MYSELF RIDE THE GEAR TOWING THE LAB TO LONG BEACH. SOME CONCERN OVER HER SINKING SINCE SHE TOOK ON WATER WHEN THEY TRIED TO ENTER. BLEW MOST OUT THEY THINK. WE'RE SAFETY DIVERS. SECURED AT 2100 & HIT THE SACK.

13 OCT - WEDNESDAY

0700 - ON DUTY AS STANDBY DIVER ON GEAR TOWING THE LAB. WHEN WE GOT HER ON THE BARGE, THE MAIN HATCH CAN'T BE OPENED. I OPENED THE CON. TOWER HATCH, LOOKED IN & SAW WATER COVERING THE BOTTOM. CLIMBED IN & WATER IS ~ 6" DEEP ALL OVER. HORRIBLE MESS.

PILLOWS, ALL SORTS OF THINGS FLOATING. STRONG ODOR, SORTA LIKE URINE. THE CARPET HAS WASHED UP INTO THE BUNK ROOM. CANNED GOODS EVERYWHERE AND LOTS OF STUFF RUINED. WE OPENED THE EMERGENCY HATCH TO DRAIN THE WATER & THREW EVERYTHING OUT WE COULD TO HELP DRAINAGE. FINALLY GOT THE AFTER HATCH OPEN AND MOST OF THE LAB DRAINED. SECURED AT 2100, & DROVE BACK TO SAN DIEGO TO PACK & GET OUR CARS.

14 OCT THURSDAY

PACKING & GETTING READY TO GO BACK TO LONG BEACH. DROVE BACK THAT NIGHT.

15 OCT FRIDAY

0700 - REPORTED FOR WORK.

HELPED PORTER MEB OUT THE ELECTRICAL SYSTEMS ON THE LAB. IT HAS BEEN WASHED OUT GOOD & LOOKS PRETTY GOOD. ALL SYSTEMS ARE GOOD EXCEPT THE BB HTS, REF & FREEZER, HOT WATER HEATER & ONE RADIANT HEATER SWITCH BOX WHICH ARE GROUNDED. SECURED WORK AT 1600.



16 OCT - SATURDAY  
NORMAL HOLIDAY ROUTINE

17 OCT - SUNDAY  
NORMAL HOLIDAY ROUTINE

18 OCT - MONDAY  
0800 - REPORTED FOR WORK  
SORTING GEAR FOR SHIPMENT.  
SECURED AT 1600

19 OCT - TUESDAY  
0800 - REPORTED FOR WORK  
SORTING GEAR FOR SHIPMENT. CLEANING  
UP SOME ELECTRONIC GEAR. LOOKS BAD.  
SECURED AT 1500

20 OCT - WEDNESDAY  
0800 - REPORTED FOR WORK  
SORTING GEAR + CLEANING SOME.  
SECURED AT 1500.

21 OCT - THURSDAY  
0800 - REPORTED FOR WORK  
MOVING SOME GEAR TO VAN AREA. VAN  
WILL CARRY TO MDL IN 6-8 DAYS.  
SECURED AT 1300. NO FURTHER EFFORT OF

MINE NEEDED.

22 OCT. FRIDAY  
0800 - LEFT LONG BEACH ENROUTE TO  
USNMDL, PANAMA CITY.

23 OCT - SATURDAY  
ENROUTE.

24 OCT - SUNDAY  
ENROUTE.

25 OCT - MONDAY  
ENROUTE.

26 OCT - TUESDAY  
ENROUTE.

27 OCT - WEDNESDAY  
ARRIVED IN PANAMA CITY AT 1500.  
SEALAB II PROJECT IS OVER FOR ME.



